The Times-Herald
The Official Paper of Harney County has the largest circulation and is one of he best advertising mediums in Eastern Oregon.

The Times-Herald.

The Great Harney Country
Covers an area of 6,428,800 acres of land, 4,634,951 acres yet vacant subject to entry under the public land laws of the United States.

VOL. XXIV — BURNS, HARNEY COUNTY, OREGON, SEPTEMBER 9, 1911 — NO 43.

EXHIBITS BOOST STATE

Monster Train Load to go East With Products of the Northwest

HARNEY COUNTY TO TAKE PART

Commercial Club and Fair Association Active in Gathering Products for Harney County Fair and Later Ship out to Advertise us on Eastern Tour.

The following from the Portland Journal is timely and has a particular interest to the people of Harney county. The Fair Association and the Burns Commercial Club are using every effort to make Harney county well represented in the scheme to advertise Oregon by exhibiting our products at land shows and on railways.

The farmer first has a chance to compete for premiums at the county fair, then such exhibits as are suitable may be packed and forwarded out to form a part of the display for advertising purposes outlined by the Journal clipping. It says:

The plan to exhibit the products of Oregon and nine other western states in a solid train touring the continent for months and visiting Omaha, St. Paul and New York land shows en route, has definitely crystallized, according to an announcement made by C. C. Chapman, secretary of the Oregon development league.

The total cash cost of the tour is to be $40,000, and of this amount $30,000 has been raised, mainly due to the efforts of exgovernor J. H. Brady of Idaho. Twenty-five thousand dollars will be given by the railroads, in addition to carrying the train free over their lines, $5,000 by the Panama-Pacific exposition company, and this leaves $10,600 to be raised by 10 states, or $1,000 each.

"Our business men will give $1,000 necessary, I am sure," said Mr. Chapman.

"I do not know when Oregon has had an opportunity to so widely and effectively advertise her productions and resources of state. For some time I was doubtful as to whether a plan of such magnitude could be arranged between states, but now I am certain it will be a complete success."

A letter to the commercial club from J. W. Graham of the Great Western, states that there will be no entry charges, while on the other hand the prizes in cups and money of such value as to be worthy the keenest of competition.

The J. J. Hill $1000 cup will be offered for the best wheat exhibit. The prize cup for the best corn is $500, which is taken as conclusive evidence of the recent effort not to advertise apples so much as the products of diversified farming. For each of the best exhibits of corn, potatoes; sugar beets and oats there is a cup or cash to that amount. For the best barley exhibit the prize is $1500.

SUBSTANTIAL IMPROVEMENTS.

Times-Herald Building, New Public Hall, Fire Proof Garage---Others.

While there has been no particular building boom in Burns this season contractors have been kept busy and such improvements as have been made are of a substantial nature and more are contemplated.

With the completion of The Times-Herald building and the opening of the new public school building, two of the most substantial and modern structures in the state will be found in Burns. Bids will be considered September 23 for the school building. The brick for the structure are now being made and it is the intention to have the stone foundation and basement put in this fall in order to have the building completed for next school year.

C. S. Lundy has completed his handsome cottage on the acreage tracts near the river and has the outbuildings and grounds all in good order.

The Presbyterian manse has been overhauled and presents a neater appearance.

The Hissner building has been completely changed and portions of it are now ready for tenants while carpenters, painters, paper hangers and decorators are rushing the complelion of the entire building.

Substantial improvements are still being prosecuted at the P. L. S. Co. residence and office property. The fine stone garage with corrugated iron roof and cement floor and the masons are now constructing a cellar of the same materials. A deep well with an inexaustible flow of water has been drilled on the premises and an engine installed to furnish the power to put the water in the tank for irrigation and house purposes.

J. R. Gould has made extensive improvements on his residence property and many others have also made such improvements.

Fred Racine has completed two new cottages which have tenants and the Fair Association has just completed an addition to the pavilion.

Blocks of cement walks are being laid and the city has done a vast amount of street work. This work will continue as long as weather conditions will permit.

James Lampshire, who just returned from Portland, will at once begin the erection of a corrugated iron garage 50x60 feet on the lot recently purchased on the corner one block east of The Times-Herald building. It is the intention to make this building fire proof with cement floor. Mr. Lampshire has ordered all the necessary machinery for general repair work including a Lodge & Shipley lathe, sliding head drill press, air compressor, forge, etc. He will also install a late improved air cooling gasoline engine to run the machinery.

Mr. Lampshire will have an experienced machinist here next week and as soon as the building is completed he expects to carry all supplies necessary for a complete garage and has the agency for the New Way air cooled gasoline engine, feed mills, pumps, and other machinery.

The Times-Herald has been appraised of other substantial improvements yet to be undertaken during the season and present indications are that next season will see more activety. It is understood the property owners in The Times-Herald building block contemplate a solid brick and stone front for the whole block for next season and another large brick on the corner across the street from The Times-Herald building is being considered for the coming year.

NEW ELECTRIC PLANT FOR BURNS.

Start Construction Work on Emigrant ---Fellows & Wheeler Buy Hortons.

J. D. Fellows returned Wednesday from Emigrant creek where he accompanied J. R. Wheeler and Engineer Faulkner of the Eastern Oregon Engineering Co. He reports a large crew of men at work on the construction of the dam to furnish power for electric lights.

Mr. Fellows recently secured a franchise for electric lights from the city and recently was joined by Mr Wheeler as a partner and they bought the power site on Emigrant creek from the Milling Co. These gentlemen have also purchased the light business of Horton Bros. and associates which gives them considerable equipment including the poles, wire, etc., already in position and ready for operation.

They hope to be ready to furnish lights from the present plant—securing power at the flour mill—about the middle of next month.

The Times-Herald would urge this be sooner. It is of particular importance that Burns should have electric lights during the Development League meeting, court and fair week. We are going to have large delegations of business men from outside points here during that week and Burns certainly should not be in darkness. The business men should use their influence to get lights for that week.

Messrs. Fellows and Wheeler expect to have the new power plant in operation early next spring. The work on the dam, buildings and installation of machinery will go forward as rapidly as possible during the intervening time. The poles for the transmission line will be cut and placed along the line this winter and as soon as weather conditions will permit in the spring these will be set and the line put up.

They expect to furnish a 24-hour service and have a capacity of 400-horse power at the lowest stage of the water with far greater power most of the year.

ALWAYS TWO SIDES TO A STORY.

Mr. Barton Tells us Something About The Handling of Mails on Railroad.

Baker, Sep. 4, 1911.—To the Editor The Times-Herald: I note an article in the Blue Mountain Eagle, accredited to The Times-Herald, headed "Complain of Railroad," "Stage Company says Railroad gets too much for mail contract."

It is a saying that "one side of a tale holds good until the other side is heard." In this case there is another side.

Mail matter carried by stage is paid for at the price named by the lowest responsible bidder; and the bidder may and does name whatever figure he pleases. In some instances, they specify and receive much more than the route is worth; in other cases, in order to cut out opposition, a bidder may, and often does, name a figure less than the actual cost of operation; depending upon his other contracts or bids to "make good."

A railroad company does not and cannot bid for a contract to carry mail matter.

Congress has fixed the rate to be paid to railways at so much per mile; graduated according to the average weight of mail matter carried; such average being determined every four years, by actually weighing on the train for sixty to ninety days, mail matter of every description.

Such average was determined early in 1910, and went into effect July 1 of that year; and Sumpter Valley Railway Company is being paid for carrying the mail from Baker to Austin, according to the average so determined, and at the rate fixed by Congress.

Congress also fixed a maximum rate per mile to be paid to the Railroad Company for carrying mail matter over a route where the average weight of mail has not been determined. From Austin to Prairie City, would be such a route at the present time if the Railroad Company would contract with the Postal Department to carry the mail.

This maximum figure is less than one half of the amount the railroad company is entitled to, basing its compensation on the average weights carried and as determined by the 1910 weighings; which average by the way at the present time would not be a fair average for with the advent of the railway into Prairie City, practically all mail matter for interior Eastern Oregon which heretofore has been carried over several routes, is now being carried via Sumpter Valley Railway; the average weight being materially increased, but compensation remaining the same.

The Sumpter Valley Railway Company offered to enter into contract with the Postal Depart-

(Continued on page 2.)

FREIGHT BY AUTO TRUCK

Start From Bend November 1 When Railroad Completed There

PROMOTERS FIND ROADS GOOD

Practical for at Least Ten Months in Year With a Rate That Meets Approval of Burns Business Men ---Saving of Time, Less Invested, Cheaper Goods.

Burns was visited last Sunday by C. C. Harrison and Frank C. Riggs of Portland. The former has decided to place auto trucks on the route between this city and Bend just as soon as the railroad reaches that place November 1.

Mr. Riggs is state agent for the Packard Car and the two made the trip in by the way of Bend in order to ascertain the character of the country, the condition of the road and find what encouragement could be found for the enterprise.

Mr. Harrison has had considerable experience with auto trucks and is confident of the success of the venture, especially after traversing the route and meeting with unexpected encouragement from the business men of Burns. He secured contracts for all the freight two 3-ton capacity trucks can handle up to next March. He believes his machines can keep on the road at least ten months in the year and will add more machines if the business demands it. The rate will not exceed 2 cents per pound on ordinary freight and with a shorter railroad haul it will mean a great saving to shippers, a quicker method of delivery and less invested in goods to carry the trade over a long period in winter as it has been in the past. Wagon freighting has been out of the question during the winter months in the past, therefore it has been necessary to carry large stocks during these months. In fact all spring goods have had to be bought and paid for in the fall, freighted in and stored during the whole winter. With this saving of capital invested and practically idle we should get goods at prices lower than in the past, so it will be a saving to the consumer as well as the merchant.

Mr. Harrison will return here October first accompanied by David McDade, who will be his resident representative in this city and who will remain here permanently.

Mr. Riggs is one of the good roads boosters of the state and also takes an active interest in the Development League work of the state. He will be among the Portland delegation to attend the League meeting here during fair week. Mr. Riggs states he found the Harney county end of the road in much better shape than the Bend end. Aside from a few miles of road in Lake county it would take very little work to make it one of the best auto routes it the state.

Mr. Riggs is to furnish Packard trucks for Mr. Harrison's venture and says his machines are capable to do the work. They are not an experiment as they have been put to practical use over worse roads, therefore he has no misgiving as to the success of the venture.

It meets with enthusiastic approval here and all that Mr. Harrison needs to make it go is to deliver the goods. Our merchants will furnish the tonnage.

Always ready for job work.

BROKE RECORDS AND BONES.

There was an accident at the afternoon matinee last Sunday at the fair grounds that somewhat marred the pleasure of the sport. In the third heat of the mile pace contest between Bill Hanley and John G the latter fell, throwing Harry Smith and his cart over the horse against a post in the infield breaking Mr. Smith's collar bone. It was a very pretty race, each horse having a heat to his credit and Harry had the little horse right on his toes going full speed. They had just finished the first half mile in 1:10 and had gone almost as even as a double team. Harry had the pole and was anxious to maintain his position against the faster horse around the turn but just after passing under the wire John G bobbled and he tried to hold the horse to his gait but the hopple interfered with the result that he fell flat.

There is a slight raise in the track at that point that also helped in the plan of giving those in the grand stand the worth of their money. Mr. Johnson drove Bill Hanley on the full mile finishing in 2:18¾.

This was the second time in the same race that the track record had been lowered The second heat of the race was won by John G in 2:24. Bill Hanley is faster than the little horse but he has to keep right at it to win from him. One mistake in the mile always costs him the race when competing with John G.

Harry caught his fallen horse and assisted in getting him loose from the cart before anyone knew he was hurt. He came up town and was fixed up later but seemed more concerned about his horse than himself.

The saddle horse race was half mile with three entries and created much fun, Willie Smith finished first on "Dutch" but his younger brother Frank was given the race by the judges on account of the first horse interfering with him.

The three-eighth dash between James Bunyard's brown horse and a Quicksilver colt owned by Ches Mace and backed by Alex Hanley was a close contest the colt winning. Buckland, who rode the brown, claimed a foul but the judges found no evidence of it after an examination and gave the race to the colt.

J. E. Johnson and Harry Smith left yesterday with Sidney Wilkes, Bill Hanley and John G. for Baker where they are entered in the fair week races. They go from Baker to Ontario to compete for purses and will then return here for the Harney county fair. Mr. Johnson has developed some very good campaigners—much faster than was anticipated—and there will be some racing at our neighbor meets to keep him out of the money.

PROGRESSIVE FARMES—Feed ground grain. W. A. Goodman will steam roll or grind your grain at your granary. See him for prices.

SECOND ANNUAL
NORTHWEST FRONTIER ROUND-UP
...and...
EASTERN OREGON DISTRICT FAIR
...at...
PENDLETON, SEPTEMBER 11th to 16th
ONE AND ONE-THIRD FARE
...via the...
OREGON—WASHINGTON RAILROAD & NAVIGATION COMPANY.

Excursion Fares on Special Dates---ask your nearest agent.

LET 'ER BUCK

Bronco busting, steer roping, riding and racing wild horses, Indian War Dances, Cow Boy and Cow Girl races, relay horse and pony races, Northwest Frontier Parade, horseback tug of war, horseback pistol shooting, etc.

WM. McMURRAY,
General Passenger Agent, Portland.

NOTICE OF APPOINTMENT OF EXECUTORS.

In the County Court of the State of Oregon for Harney County.

In the matter of the last will and testament and estate of William Altnow, deceased.

Notice is hereby given that the last will and testament of William Altnow, deceased, has been duly admitted to probate by the above entitled court, and the undersigned named in said will as executors have been duly appointed as such, as will appear from the records of said court;

All persons having claims against said estate are hereby required to present them, with the proper vouchers, within six months of the date of this notice, to the undersigned executors, or either one of them, at their place of residence near Drewsey, Oregon, or at the office of G. A. Rembold, their attorney, at Burns, Oregon.

Dated at Burns, Oregon, this 4th day of August 1811.

ALBERT ALTNOW
WILLIE J. ALTNOW
Executors.

PETITION FOR LIQUOR LICENSE.

We the legal voters of Denio precinct Harney County, State of Oregon respectfully ask the Hon. County court of Harney County Oregon to grant a petition to C. W. Culton & Co. to sell Spiritous Malt and Vinous Liquors in less quantities one gallon in Denio Precinct, Doan's Ranch, Harney County, State of Oregon for the Period of Six Months, as in duty bound we will ever pray.

Names	Names.
J. N. Rowley	W. G. Glenn
Fred L. Allen	M. M. Doan
R. H. Vickez	T. Diffenderfer
Geo. L. Mattach	Adam Adrian
Norman Huffman	Chas. Huffman
James A. Goodwin	Pete Cgoome
Harrison Grove	Free Grove
L. B. Stepperson	H. W. McAllister
L. M. Mersham	Clyde McClure
H. J. Martin	G. L. Gillam
Michael Harte	C. L. McKelvey
Robert Doan	A. R. Rochin
J. Sulreino	Mike Mendoza
Sclastian Ananxio	Geo. Denny
Cyrus Nelson	Edw. J. Cattow
Gumacinda Mermodis	Fred H. Lorenz
B. T. Fical	M Galvin
Marion Markle	A. B. Enos
John McLean	V. G. Smith

Notice is hereby given that on Saturday the 9th day of September 1911 the undersigned will apply to the Honorable County Court of Harney County, Oregon for the License mentioned in the above petition. C. W. CULTON & Co.

$1500 Reward!

The Oregon, California and Nevada Live Stock Protection Association of which the undersigned is member, will give $1,000.00 reward for evidence leading to the arrest and conviction of any party or parties stealing horses, cattle or mules belonging to any of its members.

In addition to the above, the undersigned offers the same condition $500.00 for all horses branded horse shod bar on both or either jaw. Brand recorded in eight counties. Range Harney, Lake and Crook counties. Horses vented when sold.

None but grown horses sold and only in arge bunches.

W. W. BROWN, Fife, Oregon.

GEER & CUMMINS
Burns, Oregon.
Hardware and Crockery
Glassware
Guns and Ammunition
FARMING MAHCINERY
of all kinds
Get our prices before buying

C. M. KELLOGG STAGE CO.
Four well equipped lines. Excellent facilities for transportation of mail, express, passengers
Prairie City to Burns. Vale to Burns
Burns to Diamond Burns to Venator
E. B. WATERS, Agent.

ARCHIE M'GOWAN, President and Manager
Harney County Abstract Company
(INCORPORATED)
Modern and Complete Set of Indexes
An Abstract Copy of Every Instrument on Record in Harney County.

The HOTEL BURNS
N. A. DIBBLE, Propt.
CENTRALLY LOCATED,
GOOD, CLEAN MEALS,
COMFORTABLE ROOMS
Courteous treatment, rates reasonable--Give me a call
A First Class Bar in Connection

The HARN Y VALLEY MEAT MARKET
B. Bushele, Proprietor
MEATS of all kinds always ready
Your Patronage Solicited
Corner Main and B Streets---Locher Building

The Harney Valley Brewing Co.
Manufacturers of
PURE BEER
and
Pure Soda Water
Family Trade Solicited---Free Delivery
T. E. JENKINS, Manager

BURNS MILLING CO.
HORTON & SAYER, Propts.
Rough and Dressed Lumber,
Rustic, Flooring, Moulding,
Finishing Lumber.
Nearest Sawmill to Burns. Good Road.
Lumber Yard in Burns.

W. T. LESTER, Manager and Salesman. — Homestead Locations — A. A. PERRY, Secretary and Notary Public
THE INLAND EMPIRE REALTY COMPANY
Represents That Which is Tested and Reliable, and Handle Successfully all Sorts of Real Estate Business. We are Agents For the Reliable
AETNA and PHONEIX FIRE INSURANCE COMPANIES. COLUMBIA LIFE AND TRUST CO. AMERICAN LIFE AND ACCIDENT INSURANCE CO.
AGENCY BOLT AND HAINES-HOUSER COMBINED HARVESTER NUSERY STOCK
Talk Your Real Estate Matters Over With Us. Your Business Will Be Strictly Confidential. We Know Our Business, Attend To Our Business and Want Your Business.
FIRST DOOR SOUTH OF HARNEY COUNTY NATIONAL BANK : : : : : BURNS OREGON

Go To The White
Front Livery Stable
NEW RIGS AND TEAMS
'Phone to Me for Your Doctor Calls.
R. J. McKINNON, Jr., Proprietor.